

CITIZENS' INDEPENDENT TRANSPORTATION TRUST
External Affairs Committee Meeting
Tuesday, February 17, 2004
Stephen P. Clark Center
111 NW 1st Street
10th Floor Conference Room
10:00 AM

Summary of Minutes (Revised)

CITT MEMBERS PRESENTS:

Hon. Luis Morse, Chairman
Marc Buoniconti
Hon. John Cosgrove
Miles Moss

COUNTY ATTORNEY:

Bruce Libhaber

OTHERS PRESENT:

Hilda Fernandez, OCITT Executive Director
Peter Rapp, Citizen
Clinton Forbes, MDT
Elia Gilbert, SFRTA
Barbara Bravo, OCITT
Patty David, OCITT
Diana Gonzalez, MDT
Bob Ladner, Behavior Science Research
Nestor Toledo, OCITT
Patrice Rosemond, OCITT
Pepe Valdes, OCITT
David Tinder, PWD
Scott Mendelsberg, OSBM
Xuehao Chi, CUTR

ROLL CALL

Mr. Luis Morse, Committee Chair, called the meeting to order at 10:15 a.m.

APPROVAL OF AGENDA

Mr. Morse requested approval of the agenda. Mr. Miles Moss moved its approval. The motion was seconded by Mr. Marc Buoniconti and carried without dissent.

APPROVAL OF MINUTES – DECEMBER 15, 2003

Mr. Morse requested approval of the December 15, 2004, minutes. Mr. Moss moved its approval. The motion was seconded by Mr. Buoniconti and carried without dissent.

CITIZEN'S COMMENTS

David Tinder, PWD PTP Coordinator asked the following questions:

- 1) Is there a standard language format for minority participation that needs to be included in the Joint Participation Agreements (JPA) and Memorandum of Understanding (MOU) with municipalities? *Mr. Bruce Libhaber responded that the language was provided to Virginia Diaz, OCITT.*
- 2) Has the CITT requested any particular reporting qualifications? *Mr. Libhaber responded that the Interlocal Agreement states that the CITT would review and monitor the transportation plans, however, it does not mention site visits.*
- 3) Is there an indemnification clause also included in the Interlocal Agreement? *Mr. Libhaber replied that the Ordinance creating the CITT specifically references that it is an instrumentality of the County, and the Indemnification Clause language that is used indemnifies the County, its employees and agencies.*

OLD BUSINESS

TRANSPORTATION CONFERENCE SURVEY

Virginia Diaz, OCITT, introduced Dr. Bob Ladner from the Behavior Science Research Corporation who was contracted to conduct the Transportation Survey. She also mentioned that the Survey Questionnaire Outline was included in the agenda package (a copy of the questionnaire survey was distributed).

Mr. Morse reminded the members that at the December 13, 2003, External Affairs meeting the committee asked staff to survey the November 8, 2003, Transportation Conference attendees.

Dr. Bob Ladner reported that it was his understanding that the scope of work was to survey the people who attended the conference to determine how effective the conference was in communicating information about transit and soliciting citizen input. The distributed questionnaire is targeted for those individuals. The questionnaire is to conclude the attendee's response to the main segments of the conference, which were broken out into three segments:

- 1) Opening discussions of general policy and planning
- 2) Breakout sessions in three different languages
- 3) Closing session for questions

Dr. Ladner reviewed the survey questionnaire in detail and asked the members for their feedback and comments. Mr. Morse suggested also contacting those individuals who had shown interest in attending but did not attend. Mr. Buoniconti asked if comment/complaint cards could be placed at Metrorail and Metrobus stations/transfer points, or in those vehicles.

Dr. Ladner mentioned that a "System Wide Satisfaction Study" and "Origin Destination Study" would begin in a few weeks as part of the "Comprehensive Bus Operations Study," which is being conducted by the Center for Urban Transportation Research. The study has also been expanded to Metrorail and could be expanded to the Metromover and STS.

Mr. Morse noted that there are two issues. The first is to determine how to succeed in making the next transportation conference a success. The second issue is how to obtain continuous feedback from the passengers of Metrorail and Metrobus.

Dr. Ladner asked if he could obtain a copy of the list of persons invited to the conference, so that he could develop a sample study. He further added that prior to completing the survey questionnaire he would provide the members with a copy for any further comments.

Mr. Morse asked staff to obtain a copy of the results of the "On Board Survey within the Comprehensive Bus Operations Analysis" from MDT once it is completed. Dr. Ladner mentioned that if the committee wishes to include the Metromover as part of the survey, MDT would need to approve that request.

FEDERAL LEGISLATIVE UPDATE

Ms. Hilda Fernandez introduced Eric Olafson, Federal Coordinator with Miami-Dade County's Office of Intergovernmental Affairs. Mr. Olafson provided the committee with an update on the current status of the transit corridors. He stated that the Senate had recently passed its proposed TEA21 Reauthorization Bill. The six corridors that were included in the reauthorization bill consisted of the following: North, East/West, Douglas Road, South, Northeast and Kendall Corridors. All six corridors were previously authorized in the earlier TEA21 Bill. He explained that to obtain federal funding, the first step was to obtain authorization. However, not all six corridors will get funding, since the East/West Corridor is \$4 billion and the North Corridor is \$2 billion.

An appropriations request was made for \$10 million for the East/West Corridor, \$10 million for the North Corridor and \$5 million for the MIC Earlington Heights Corridor.

Once all the preliminary design and engineering work is completed for the North and East/West Corridor, Miami-Dade Transit can proceed to request a full funding grant agreement from the Federal Transit Administration (FTA). These projects should be at that level within the next two years. The surtax proceeds will be utilized to obtain a

federal matching fund. In addition, Mr. Olafson mentioned that he has met with some of the congressional members and they are very supportive on the transit projects.

Mr. John Cosgrove mentioned reading that TEA 21 had been extended. Mr. Olafson replied that the Senate passed their proposed TEA21 bill, which included a \$318 billion budget. The President's proposed budget totaled \$256 billion and he threatened to veto the Senate's budget if it exceeded his. The House has not passed its bill and it still has to go to conference. Mr. Olafson stated that Miami-Dade County faces intense competition with more than 200 transit projects waiting to be funded throughout the United States. The Governor's Office has made a commitment to help fund the MIC/Earlington Heights Corridor.

Mr. Olafson further stated that the North and East/West Corridor are considered the priority projects and stressed the importance of focusing on these projects when speaking to federal officials, otherwise, it will be difficult to obtain federal funding if federal officials receive different requests.

Mr. Cosgrove stated that the County has been reluctant in supporting the Tri-Rail in fear that it may jeopardize the long term funding for the East/West extension. He believes that both projects could be accomplished with the \$150 million and it is his understanding that Tri-Rail is conducting a feasibility study.

Mr. Olafson informed that Dr. Bonzon made reference to a study being conducted to determine the best feasibility for generating the greatest level of ridership. The results of that study will determine whether to use light rail, heavy rail, or a commuter rail.

Ms. Diaz explained that the concern over the RTA's East-West Commuter rail, as an interim solution for this corridor, arose due to the FTA's evaluation process, which would not allow this new customer base to be considered as potential new riders for MDT's East-West Corridor. The FTA does not allow for existing ridership to be used in the cost analysis process to determine the cost benefits of a project.

Ms. Fernandez added that the Mayor's office has asked MDT to hire someone who has experience with New Starts Projects funding. A requirement by FTA is to illustrate that there is ridership. If customers are using an alternate source of transportation they cannot be counted as new riders. The federal government has a formula that is used to demonstrate "new riders with the new route."

Mr. Olafson said he would like to obtain a copy of Tri-Rail's Federal Legislative Package. Ms. Fernandez further stated that the Pro Forma assumed that there would be 50 % of federal funding for both North and East/West Corridors. There are different ways to proceed by getting a letter of no prejudice, which allows the County to use local funds for one project and apply the value of that project to another as a match. However, in order to do that, a policy decision would need to be made to change the funding mechanism without a commitment of federal funds.

Mr. Morse asked if there is anything that prohibits Miami-Dade from obtaining a letter of no prejudice. Mr. Olafson suggested that CITT request a status report from MDT. Mr. Morse asked staff to follow up on that request on behalf of the Committee.

Mr. Olafson introduced Alex de la Cruz from his office and advised that he will be working on many of those projects.

STATE LEGISLATIVE UPDATE

Ms. Fernandez updated the committee on the status of the High Speed Rail Resolution that was approved by the CITT last December 3, 2003, and forwarded to the Board of County Commissioners (BCC) for consideration. It was determined, however, that the item was already included in the County's State Legislative Package. The County is advocating the funding formula for the High Speed Rail that will not have a negative impact to Miami-Dade County in terms of drawing funds away from transportation projects.

REPORTS **GAS TAX**

Mr. Morse stated that the purpose for the report was to determine if Miami-Dade County is receiving its fair share of state dollars, as it pertains to the gas tax. Mr. Morse introduced Mr. Xuehau Chi, Center for Urban Transportation Research. Mr. Chi provided the committee with a Power Point presentation on "Assessing If Miami-Dade County Is a Donor in Transportation Taxes and Fees" (a copy of the presentation was distributed). He stated that the purpose of the report was to answer the following question that was submitted by the CITT:

Revenues from state and local gas taxes that are charged to consumers in Miami-Dade County are sent to Tallahassee, and then redistributed to Miami-Dade County. The question is how much of the state and local gas taxes that are generated in Miami-Dade County come back to Miami-Dade County from Tallahassee? We have heard of the concept of Florida and many other growth states being "donor states" in terms of federal gas taxes. This asks the same question at the state level: is Miami-Dade County a donor county to the state of Florida when it comes to the state and local gas taxes that are generated in the county?

He further explained in detail the following topics: Comparing Distributions with Collections and Comparing Distribution with Fair Share Norm. He concluded that Miami-Dade County did appear to receive its fair share distribution of transportation funds based on this FDOT method.

MUNICIPAL STATUS REPORT

Ms. Fernandez updated the members on the status of the "Request for Payment for Municipal Surtax Proceeds." To date, the only three municipalities that have not submitted the documentation required by the Interlocal Agreement and have requested an extension are: The Town of Medley, Village of Biscayne Park, and Town of Golden Beach. The City of Medley did not execute its Interlocal Agreement until last November, which did not provide them enough to prepare its transportation plan before the December 31, 2003, deadline. Ms. Fernandez also reviewed and distributed a copy of the "Revised Boiler Plate" that was provided to all the municipalities. She mentioned that the Compliance and Oversight Committee requested for each municipality to provide its minority and small business participation program(s) to OCITT staff. That information will be provided to both committees upon receipt. The County Attorney has stated that the current requirements for those programs are extended to the Memorandum of Understanding (MOU) and Joint Participation Agreements (JPA), and to the extent that a municipality wants to execute a MOU or a JPA with the County to implement a County project, it would be required to comply with the County's process for the establishment of goals or measures. The purpose of obtaining the information is to determine if the committee should recommend to the County Manager or the BCC to amend the Ordinance to allow local programs that are comparable to the County's programs be used in lieu of the County's program for MOU or JPA's.

Mr. Morse asked staff to provide the Trust members with a copy of the work plans for the municipalities that are within the Trust member's district that they represent.

ACTION ITEMS

Mr. Morse stated that the action items were deferred until March 16, 2004.

ADJOURNMENT

The External Affairs Committee meeting adjourned at 12:00 PM